

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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|---|---|------------------------------|---|---------------------------------|---|
| RTIP ID# <i>(required)</i> ORA030612 | | | | | |
| TCWG Consideration Date 01/26/10 | | | | | |
| Project Description <i>(clearly describe project)</i> The project provides for the development of a Metrolink commuter rail station. The project site consists of roughly 4.75 acres located in the City of Placentia, east of the 57 Freeway, north of Orangethorpe Avenue at the northeast corner of Melrose Avenue and Crowther Avenue in Orange County. The purpose of the project is to provide a Metrolink commuter rail station that meets current and future transit demand and fosters train ridership growth in the region. The project is a key component of the transit-oriented district envisioned in the proposed Westgate Specific Plan (the subject of a separate EIR). However, the project will operate independent of the Specific Plan and irrespective of any land uses that may be proposed and ultimately constructed if the Specific Plan is approved. The Westgate Metrolink Station project includes street, railroad track, and pedestrian improvements and other infrastructure improvements, as well as the development of new rail platforms and parking (City of Placentia 2007). | | | | | |
| Type of Project <i>(use Table 1 on instruction sheet)</i> Bus, rail, or inter-modal facility/terminal/transfer point | | | | | |
| County Orange | Narrative Location/Route & Postmiles North east corner of Melrose Ave and Crowther Ave Caltrans Projects – EA# N/A | | | | |
| Lead Agency: City of Placentia | | | | | |
| Contact Person Richard Galvin | Phone# (301)792-2690 | Fax# (301)792-2696 | Email Richard@gpaenv.com | | |
| Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X | | | | | |
| Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i> | | | | | |
| X | Categorical Exclusion (NEPA) | EA or Draft EIS | FONSI or Final EIS | PS&E or Construction | Other |
| Scheduled Date of Federal Action: TBD | | | | | |
| NEPA Delegation – Project Type <i>(check appropriate box)</i> | | | | | |
| N/A | Exempt | N/A | Section 6004 – Categorical Exemption | N/A | Section 6005 – Non-Categorical Exemption |
| Current Programming Dates <i>(as appropriate)</i> | | | | | |
| | PE/Environmental | ENG | ROW | CON | |
| Start | 02/2002 | 03/2010 | 03/2010 | 01/11 | |
| End | 03/2010 | | | | |

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the project is to provide a Metrolink commuter rail station that meets current and future transit demand and fosters train ridership growth in the region. The project is a key component of the transit-oriented district envisioned in the proposed Westgate Specific Plan (the subject of a separate EIR), but will operate independently of the Specific Plan and irrespective of any land uses that may be proposed and ultimately constructed if the Specific Plan is approved. The new station will alleviate overcrowding that currently exists at the Metrolink Fullerton Station (City of Placentia 2007). The implementation of this project will increase the use of transit along the existing Inland Empire–Orange County Metrolink line and is consistent with the approved Metrolink Expansion Plan (Caltrans 2006).

The project provides for the development of a commuter rail station which will promote alternative forms of transportation and travel. This investment in an alternative form of transportation will help to support transit-oriented development by providing commuters with a variety of choices, and will ultimately help to reduce the total number of vehicle trips. The Westgate Metrolink Station project includes a third rail siding for commuter trains, pedestrian and other infrastructure improvements, as well as the development of new rail platforms and parking. The project would accommodate a projected 530 train boardings and alightings each weekday. The project objectives are summarized, as follows (City of Placentia 2007):

- Provide a Metrolink commuter rail station that meets current and future transit demand and fosters train ridership growth in the region;
- Reduce dependence on individual motor vehicles for local and regional commute trips, thereby reducing on-road traffic and associated congestion and air pollution;
- Contribute to the redevelopment of the Westgate area with a complementary range of transit-oriented development that includes transit, housing, shopping and public/civic/open space;
- Contribute to the elimination of blighting conditions that continue to adversely affect the Westgate area
- Provide a financially feasible project in light of OCTA grant and other budgetary restrictions for the project

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project site is located in an industrial district adjacent to a pair of arterial roadways and an active railroad right-of-way. Land uses surrounding the southern portion of the site are largely industrial, including food packing, manufacturing, and miscellaneous storage. Land uses around the northern portion of the site are largely commercial and residential in nature.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Build and No Build LOS: Once complete and operational the project will have less than significant impacts on area roadways and intersections (Class III). During both weekday peak periods, the study area intersections are estimated to operate acceptably with and without the project (i.e. ICU to not exceed .90). Impacts associated with transportation and circulation in and around the project area are considered less than significant. No offsite mitigation is required for the proposed project (City of Placentia 2007).

Project AADT: 1,180

% Truck and Truck AADT:

Project-generated trips would be predominantly commute-related trips, which are anticipated to consist largely of light-duty gasoline powered automobiles. According to the project PSR, approximately 880 of the 1180 projected vehicles would be those of commuters arriving to ride the train. The remaining 300 vehicles would be vehicles or shuttles arriving for drop-off/pick up of passengers. The proposed project is not anticipated to result in a significant increase in the use of heavy-duty diesel-powered trucks, nor would the project result in an increase in rail traffic along the existing active rail corridor.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build and No Build LOS: Based upon the traffic impact analysis conducted for this project, the project will not have significant traffic impacts at any of the study area intersections. No offsite mitigation is required for the proposed project (City of Placentia 2007).

Project AADT: 1,180

% Truck and Truck AADT:

Project-generated trips would be predominantly commute-related trips, which are anticipated to consist largely of light-duty gasoline powered automobiles. According to the project PSR, approximately 880 of the 1180 projected vehicles would be those of commuters arriving to ride the train. The remaining 300 vehicles would be vehicles or shuttles arriving for drop-off/pick up of passengers. The proposed project is not anticipated to result in a significant increase in the use of heavy-duty diesel-powered trucks, nor would the project result in an increase in rail traffic along the existing active rail corridor.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The proposed project is not an interchange or intersection.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The proposed project is not an interchange or intersection.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Based upon the traffic impact analysis conducted for this project, the project will not have significant traffic impacts at any of the study area intersections, which are projected to operate at acceptable LOS for near-term and future cumulative conditions. No offsite mitigation is required for the proposed project. The proposed project would include site access signalization and onsite improvements sufficient to reduce onsite vehicle congestion to a less-than-significant level (City of Placentia 2007).

Comments/Explanation/Details *(attach additional sheets as necessary)*

The traffic study completed for this project estimated future cumulative (year 2025) ADT along area roadways, with project implementation. Estimated future ADT for roadway segments located adjacent to the project site are summarized as follows (City of Placentia 2007):

- Crowther Avenue, East of Melrose Avenue: 11,000 ADT
- Crowther Avenue, West of Melrose Avenue: 8,000 ADT
- Melrose Avenue, South of Crowther Avenue: 12,000 ADT
- Melrose Avenue, North of Crowther Avenue: 11,000 ADT

The EPA “Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas” states that a project of air quality concern is a project on a new highway or expressway with greater than 125,000 annual average daily traffic and 8% or more of such AADT is diesel truck traffic. These projects are typically new or expanded highway projects that have a significant number of diesel vehicles, projects that affect congested intersections by adding a significant number of diesel vehicles, and new or expanded bus and rail terminals that have a significant number of diesel vehicles congregating at a single location.

For the reasons specified below, the proposed project is not expected to contribute to future violations of PM ambient air quality standards:

- The proposed project is not located along a highway or expressway with greater than 125,000 AADT. As noted above, traffic volumes along primarily affected roadway segments are significantly lower than 125,000 ADT.
- Project-generated trips would be predominantly commute-related trips, which are anticipated to consist largely of light-duty gasoline powered automobiles. As such, the proposed project is not anticipated to result in a significant increase in the use of heavy-duty diesel-powered trucks along area roadways, nor would the project serve land uses that generate diesel truck trips.
- The proposed project would not result in a change in train volumes along the existing active rail corridor.
- The proposed station would be served by Orange County Transportation Authority (OCTA). According to OCTA's most recent Annual Report (2008) cleaner-burning fuels powered 63 percent of OCTA's bus fleet at the end of the 2008 fiscal year. “OCTA is expected to replace all of its buses by 2012 with CNG or another available or required cleaner-burning fuel” (OCTA 2009). As a result, implementation of the proposed project would not be anticipated to result in a significant number of diesel-fueled buses congregating at onsite locations.
- The proposed project would result in increased use of an alternative form of transportation, will help to support transit-oriented development by providing commuters with a variety of choices, and will ultimately help to reduce the total number of vehicle trips within the region. Reductions in vehicle trips would result in reduced mobile-source PM emissions within the region.
- The proposed project is included in the 2006 Regional Transportation Improvement Plan. The project is identified as Orange County Project ORA030612 and is described as “Construct New Metrolink Station and Rail Siding” (SCAG 2006). The proposed project is consistent with this description. The 2006 RTIP was adopted by SCAG July 27, 2006, approved by Caltrans on August 31, 2006, and approved by FHWA/FTA on October 2, 2006. The regional air quality emissions of the RTIP were analyzed and found to conform to the SIP, and the analysis was approved by the FHWA and FTA. Therefore, the regional emissions of the proposed project conform to the 2006 RTIP.

For the above discussed reasons, the proposed project meets the conformity hot-spot requirements in 40 CFR 93.123.